

Newsrail

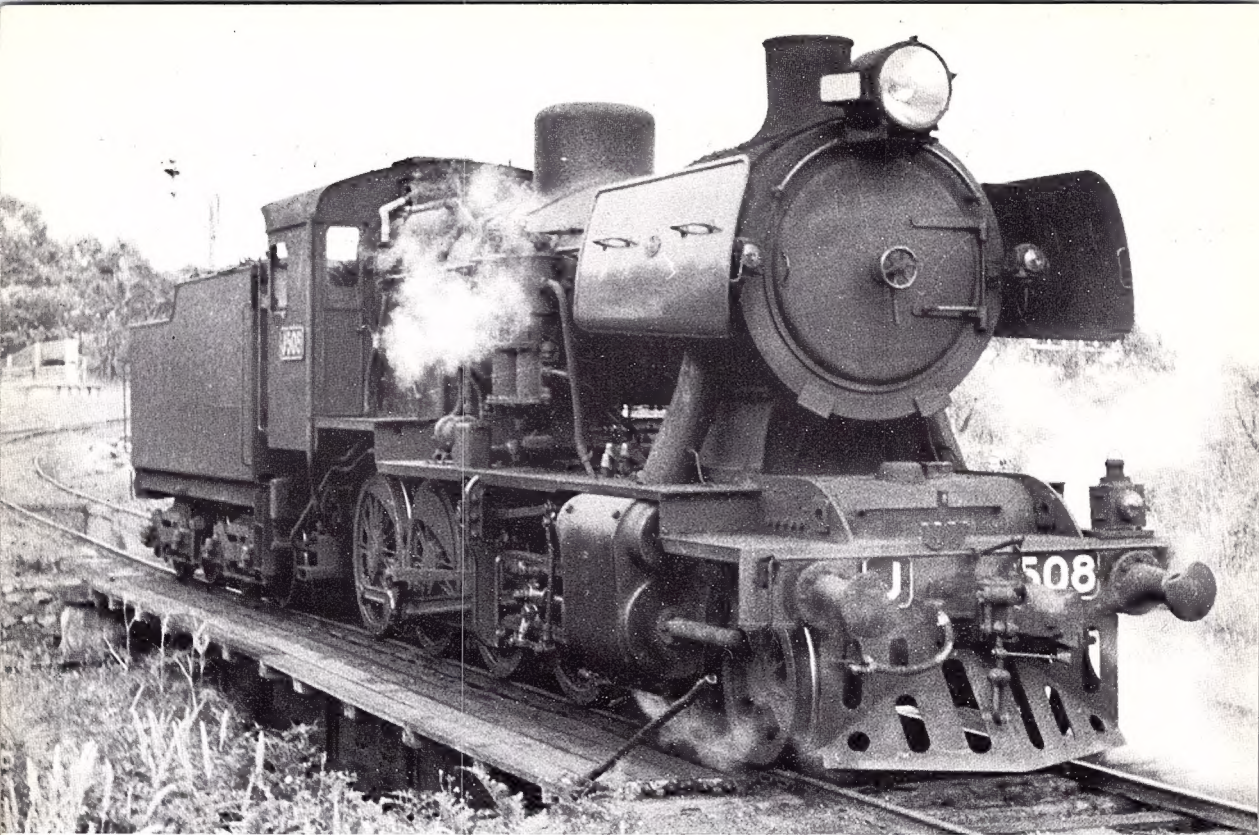
95c

SEPTEMBER 1978

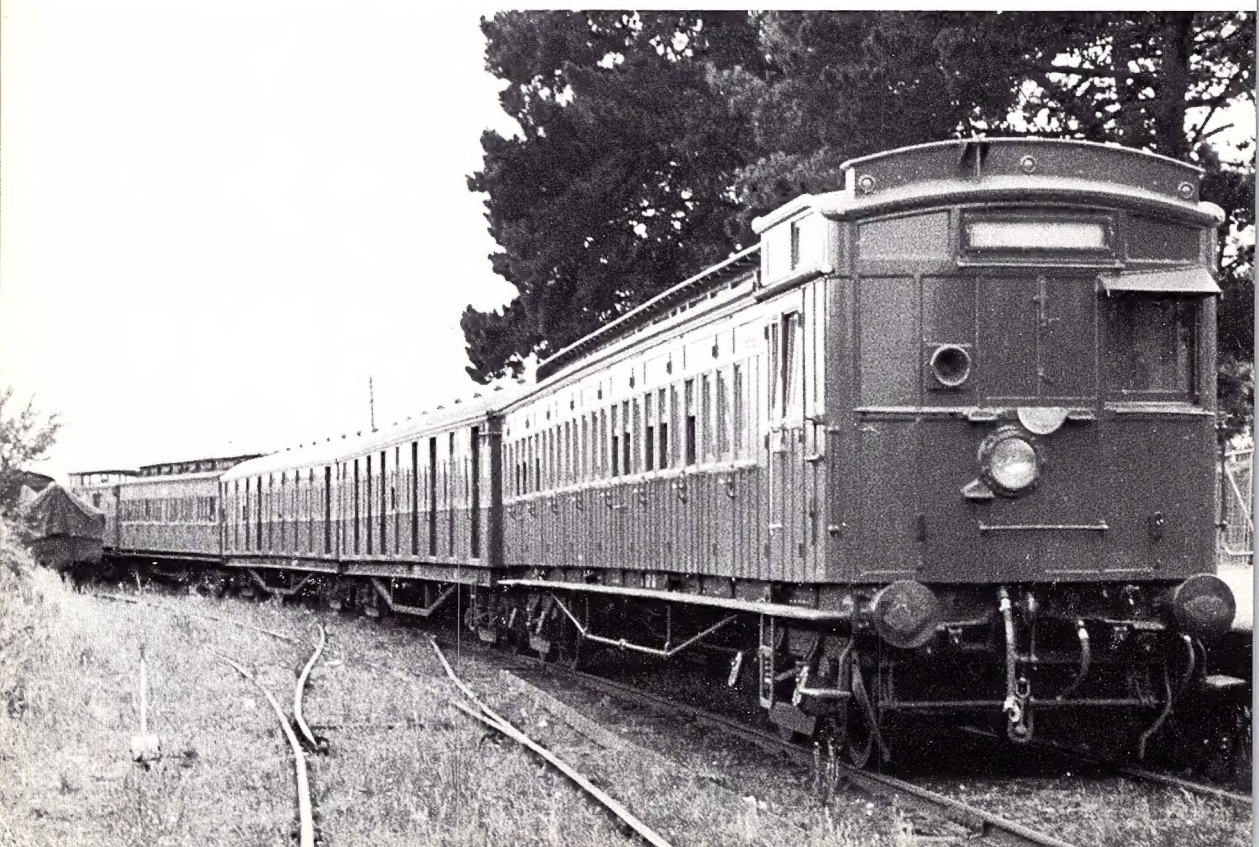
Victoria's Modern Railway Magazine

Registered for posting as a publication — Category B





STONY POINT PASSENGER SERVICE





Newsrail

Vol. 6 No. 8 September 1978

SUBSCRIPTIONS:

Mailed flat, with supplements not provided with across-the-counter copies.

May-June-July — \$10.50

August-September-October — \$7.90

November-December-January — \$5.25

February-March-April — \$2.65

Eleven issues yearly — Jan./Feb. combined.

All subscriptions expire with the April issue. Write to ARHS Membership Officer, Box 5177AA, GPO Melbourne 3001, for subscriptions and details of membership, monthly meetings and activities.

Newsrail is published by Australian Railway Historical Society Victorian Division and details Victorian railway happenings and related items. Opinions expressed in *Newsrail* are not necessarily those of ARHS or of its members. Material published in *Newsrail* may be reprinted with acknowledgement unless otherwise indicated. ISSN 0310-7477.

We would like to thank all who have contributed to this issue and look forward to your support in the future. All articles, items and photos are acknowledged at the the bottom.

Front Cover: This month's cover features two locos that helped in the early days on the VR. F176 above and E236 below are to be seen any weekend in the Railway Museum at North Williamstown, a reminder of the grand days of steam. (Both photos Neil Pearson)

FEATURE ARTICLES

Gippsland Line Electrification Part 2	174
The Morning After	179
RTA Carpolac Tour	180
Regional Freight Centres	181

REGULAR FEATURES

Traffic	184	Items of Interest	191
Steam News	190	Works	193
Rollingstock	191	From the Archives	194

EDITORS

News Editor: Andrew Ward

Articles Editor: Geoff Bainbridge

Pictorial Editor: Barry Eadie

Layout & Production: Barry Eadie

Advertising: Keith Harrison

Assistants: John Dare, Ross Gorman, Peter Tesdorpf, Peter Vincent

All photos to be sent to Barry Eadie, Lot 3, Nolan Rd, Emerald, 3782.

All news items to be sent to Andrew Ward, 68 Somers Rd, Burwood, 3125.

All articles to be sent to Geoff Bainbridge, 6 Carson Ave, Mont Albert, 3127.

All advertising to be sent to Keith Harrison, 14 Charlotte St, West Newport, 3015.

Above left: J508 on the turntable at Stony Point. 30.12.55.

Below left: Spare suburban cars used on the Frankston - Stony Point train during the holiday period. 30.12.55. (Both photos Des Jowett)

T348 leaves Frankston with the 9.27 am down Stony Point Sunday excursion pass. while 57RM idles away waiting to connect with the following 'spark' before running to Mornington, 17.12.77. (John Dare)



Gippsland Line Electrification Part 2

In the July issue of Newsrail we published the first part of this article, which is condensed from a paper presented to the Institution of Engineers in 1953, and their assistance is acknowledged with thanks. The earlier part dealt with the decisions made as to motive power, system design and substations, while this, the concluding part, deals principally with the overhead structures and equipment and the locomotives.

Substation layout: The 22 kV equipment is placed outside as this was the most economical and suitable arrangement, particularly as in the majority of cases railway land was available. Rectifiers and their associated control equipment, which is comparatively simple for pumpless rectifiers, are placed in one portion of the building and the DC breakers with their control equipment in an annex which is similar in construction to a tie station and can be made of any length to accommodate the number of breakers required for any particular location.

Ventilation provides a serious problem in the portion of the building containing the rectifiers as it is difficult to obtain sufficient air flow with natural systems of ventilation, and it is also desirable to keep the temperature of the air above 10°C. With natural ventilating systems this can only be done by closing ventilators in cold weather or providing considerable artificial heat. To meet these conditions a thermostatically controlled fan has been provided to draw air into the building through a viscous type filter when the air temperature inside the substation exceeds 20°C. It is anticipated that the normal load on the substation will be sufficient to ensure that the minimum temperature will not be below 10°C.

Earthing System: The earthing system consists of a number of copper rods (scrap contact wire) driven into the ground by means of a 'Kango' electric hammer. These rods are connected together by soft copper strip attached to the rods by non-ferrous clamps. The resistance to earth is less than 1 ohm.

Control Cables: As trouble has been experienced in substations in the suburban area with metal sheathed cables when certain types of faults to earth occurred all multicore control cables in the substation are rubber insulated neoprene sheathed.

Installation: As the construction staff responsible for the installation of the substation and tie station equipment is based at Warragul, and must travel considerable distances to reach many of the locations, the actual hours on site are appreciably reduced. It was, therefore, decided to do as much assembly work as possible in the Department's Workshops. All switchboards, control unit wiring, and AC circuit breaker assembly was done in the shops. Control cables were cut to length and where possible wiring was loomed ready to drop into the substation ducts for connection to associated equipment.

Detailed schedules setting out every item of equipment for each location were prepared and it was, therefore, possible to send the correct quantity of equipment to each location to enable work to proceed without interruption. As electric power from the State Electricity Commission system was not available at many locations during the construction period, portable petrol electric sets have been provided for electric hand tools. The use of special tungsten carbide tipped drills for the drilling of brickwork and concrete has proved quick and satisfactory.

SUPERVISORY CONTROL

The operator in the central control room at Warragul is able to control all of the sixteen substations and twelve tie stations, which are unattended, by means of supervisory control.

Telephone communication is provided between all substations and tie stations, and between these stations and the control room.

A system diagram is located in the control room at Warragul on which are shown the main 22 kV, AC, the 2.2 kV,

AC and the 1,500 volt DC circuits, the circuit breakers being represented by small coloured lamps by means of which the position, open or closed, of any circuit breaker is indicated.

Selection keys and operating buttons, by means of which the circuit breakers represented on the diagram may be operated, are provided on panels on the control desk.

The equipment is generally similar to that employed with great success in the suburban area.

Special features of the supervisory control equipment which it is felt are of the utmost importance include —

- (a) If the operator in the control room selects a circuit breaker an indication of the closing or opening of this breaker is given immediately (within 0.01 second). This enables the operator to observe if a breaker opens immediately after closing.
- (b) Operate signals from the control room may be sent simultaneously with incoming indication signals from a station. It is obviously difficult to provide the facility given under (a) if simultaneous signalling is not possible.
- (c) Operate signals are transmitted as long as the *Open* or *Close* operate button is depressed. This enables the operator to see the result of an operation on his indication lights before releasing the operate button. This facility is particularly desirable in operating equipment that has time delay incorporated in the control circuit.
- (d) Pilot lines are under continuous supervision, which enables the operator to be informed as soon as a fault occurs.

OVERHEAD

Structures: The standard structures are of the two track portal type constructed from standard I-beams. The verticals are 8 in. x 6 in. and the bridge 6 in. x 5 in. The bridge is rigidly attached to the vertical columns. The whole structure is mounted on concrete foundations, being held down by two ½ in. dia. bolts at each foundation with a 3 in. x 1 in. x 1 ft. 4 in. flat between the base of the structure and the plate on top of the foundation. This construction allows the structure to pivot on its base transversely to the track with less side pressure on the sides of the foundations which may, therefore, be of smaller dimensions.

Heavier structures, which are guyed, are used at the anchor points of each tension length.

On portions of the duplicated section between Longwarry and Yarragon the two tracks are at different levels and special structures have been used for each track.

The structures are simple, easy to manufacture, erect and maintain while painting is very much simplified. This type of structure is not as rigid as the heavier lattice type used in the suburban area and more care must be exercised in erecting wire especially on grades.

Wiring: The standard overhead construction is 0.25 sq. in. contact wire and 0.25 sq. in. catenary without any side feeders except in the short section on heavy grades between Moe and Hernes Oak.

Each tension length is approximately 3,200 ft. The standard spacing between structures is 240 ft., although this is varied to meet special conditions.

The catenary wire is erected with a tension of approximately 3,000 lb. and allowed to 'stretch' for four weeks; it is then sagged with appropriate temperature and no load corrections. It has been found that no further adjustment is necessary after the droppers and contact wire have been attached.

The terminating fitting is of pressed galvanised steel. This construction will withstand a tension of more than 12,000 lb. and should result in low maintenance costs.

The contact wire is stressed to 2,500 lb. at 70°F, turnbuckles are provided at each end of each span and a coil spring is used at each end to maintain tension with varying



Yallourn and Warragul — mid 50s

L1166 and L1163 wait beside an N class at Yallourn on up briquette trains bound for Newport powerhouse. 29.10.55. (Geoff Grant)

A2 910 and several N class at Yallourn in 1954.

A2 995, C13, R735 and N405 rest at Warragul Loco on 29.10.55. (Both photos Des Jowett)





Two modified L class at Dandenong on Sat.18.3.78. L1171 departs with the 6.25 am up Bairnsdale pass. while L1163 waits with the up *Sirex* goods from Orbost. Compare with photo on previous page for alterations. (John Dare)

temperatures. While these springs do not maintain a constant tension under all temperature conditions it has been found that they do so over a sufficient range to meet operating requirement.

Wedge type clips for the contact wire and hinge type clips for the catenary are the same as those which have been in service on the suburban system for over twenty years with complete satisfaction. As no bolts are used these clips can be removed easily even after many years of service.

Pull off arms are light and special attention has been paid to their shape and to the hinge to ensure that they lift easily when the pantograph is passing.

Insulation is provided by two 10 in. discs in series at strain points, two 7 in. discs in series on the bridge and at pull offs while a single 7 in. disc is used in the feeders at the substations and tie stations. This should ensure that any flash over of insulators takes place at the substations and tie stations where it can be most easily handled.

Construction: In order to reduce the time of wire running with the train as many of the fittings as possible are assembled beforehand. Fittings are erected at their correct locations on the structures before the wire is run.

A special construction train is used for running the wire. A platform is arranged on top of the trucks at a height of 14 ft. The platform is 8 ft. wide and is long enough to cover the span between adjacent structures. This permits the catenary to be raised and put on to instantaneous snatch pulleys at two structures for each stop of the train.

Two reel trucks, each of which carries four drums of wire, are placed between the locomotive and the platform trucks.

With the locomotive leading the catenary wire is run out under tension, which is applied by means of a brake on the drum carrier, and when the full tension length has been run the wire is tied off and tensioned very rapidly by using quick acting 'Crescent' wire grips and a ratchet wire puller. Wire tension is checked with a spring dynamometer. The no load sag is then adjusted.

After the catenary has been erected and adjusted, droppers, which have been cut to length and assembled with clips, are attached at marked points. This work is done from ladders.

The contact wire is then run out in a similar manner to the catenary and placed in temporary hooks on the droppers as the train moves slowly along. Twists in the wire are removed and the wire is clipped permanently to the droppers from the train whenever this is possible. However, if it is not convenient to do this trestles or ladders are used.

LOCOMOTIVES

The locomotives are equipped with six series-wound, forced-ventilated, axle-mounted traction motors, each motor driving its axle through single reduction spur gearing

the axle gear wheels being of the rubber resilient type.

A wide range of field weakening is provided to allow for a variety of traffic to be handled, from 1,100 ton briquette trains to express and stopping passenger trains.

Each locomotive weighs 96 tons and develops, 2,400 hp in tapped field at the one-hour rating. It has two 3-axle non-articulated bogies with each axle motored; the maximum axle load is 16.25 tons and the rigid wheelbase is 14 ft. 4 in. The length of the locomotive is 56 ft. 0 in. over buffer beams; it is 9 ft. 3 in. wide over the body panels and is 13 ft. 10 in. high with the pantographs in the collapsed position.

All the end couplings and brake pipes on the locomotives are designed to permit two locomotives to work together under the control of one crew. An inward hinged door is provided in each nose compartment to permit intercommunication between locomotives when working in multiple unit.

Headlights and marker lights with colour changing mechanism are provided at each end of the locomotive.

Warning horns of the air operated 'Supertifon' type with three frequency ranges are fitted on the roof of the cab at each end.

Body Underframe: The body-underframe is designed as an all-welded single unit stress bearing structure. The underframe main longitudinals are rolled steel joists centrally disposed and extend for the length of the locomotive between the dragboxes. The top surface of the underframe is covered by an all welded deck plate and the underside of the main members is plated thus forming an extremely robust box section. The dragboxes are welded structures and heavily gusseted to withstand severe service. The buffer beams are 1 in. thick rolled to shape of the end profile.

There are four side bearers for each bogie; the upper pads of the bearers are carried on outriggers and shim adjustment is provided to obtain the correct working clearance.

Bogies: Each bogie, complete with traction motors, weighs 26 tons. The bogie frame is a fabricated structure. The distance between the centre lines of the side frames is 7 ft. 0 in. which coincides with the axle box journals and coil spring centres, thereby avoiding eccentric loading of the frame.

The side frames are of boxed section, thus combining high torsional stiffness with lightness in weight. The transoms are also of boxed section and the headstocks of channel section flanged from plate, are attached to the side frames by riveting and further reinforced by large gussets.

The bogies are fitted with drop type equalizing beams with double nests of coil springs and provided with double swing bolsters which are fitted with elliptical laminated springs. The adoption of primary and secondary springing should ensure smooth riding of the locomotives, ample spring range being provided in the two groups. This is the generally accepted practice throughout the leading railways of the world for main line high speed bogie locomotives, as

the fixed bolster type bogies, where employed, have led to harsh riding and limitations on their maximum speed because of damage to the locomotives and permanent way.

The wheel sets can be lowered for removal without disturbing the beam and spring gear.

The load from the superstructure, which is approximately 22 tons on each pivot, is carried on large diameter flat bottom castings then through the fabricated bolster beam to the four elliptic laminated spring groups, which are supported on spring planks and suspended by four pairs of inclined swing links from the bogie transoms.

The tractive forces are transmitted from each bogie into the centre pivots and through the underframe structure to the automatic centre couplers.

The wheels are 40 in. diameter on tread, fitted with class 'D' tyres secured by retaining rings. The wheel sets are dynamically balanced. The axlebox journals are fitted with Timken double-cone tapered roller bearing carried in cast-steel housings. Speedometer and mileage counter generators are mounted directly on one axlebox cover of each bogie, the driving peg for the generator engaging in a hole in the end of the axle.

Four air brake cylinders are mounted on each bogie; the cylinders are fitted with automatic slack adjusters. Clasp type brakes are employed on the six wheels although using only four brake cylinders.

The locomotives are designed for 5 ft. 3 in. track gauge, but are so arranged that they may be subsequently converted to 4 ft. 8½ in. gauge by modifying the wheel positions, brake hanger brackets and sand-pipes.

Brakes: The locomotives are equipped with the Westinghouse type A7-EL air brake apparatus, generally similar to the A-6-ET brake equipment used on steam locomotives.

The brake valve handles are removable, the automatic handle in 'Running' and the independent handle in 'Lap' position. This is to ensure that a brake application can only be made from the driving cab from which the driver is operating. The main reservoir pipe and the independent release and control pipe are continuous through the locomotive for multiple-unit working of two locomotives.

Each air compressor, which supplies air for the air brakes, is of sufficient capacity to meet normal demands, thus the failure of one set does not necessitate withdrawing the locomotive from service.

Electrical rheostatic braking is also employed. Interlocks are provided to assure correct sequence of operation of the brake equipment.

Electrical Features: The power supply for the traction motors is collected from the overhead conductor wire by one of two air controlled double pan pantographs, the design of the pantograph being such that a sensibly constant contact pressure is maintained between the collector pans and conductor over the full height variation of the overhead, the pan balancing mechanism being also resilient to

accommodate small local variations in the conductor wire.

The locomotive is capable of a tractive effort of 45,000 lb. at starting and 28,200 lb at the one hour full field rating of the motors. When used for electric braking it offers a retarding effort of 34,000 lb. at the one hour full field rating of the motors, the maximum braking effort obtainable being 44,00 lb. at 35 mph.

The locomotive is capable of hauling a trailing load of 1,100 tons up the 1 in 110 grade at a speed of 30 mph and on level track at 51 mph. Using rheostatic braking alone the same load can be held to 35 mph on the 1 in 50 down grade, but higher speeds (up to 40 mph, which is the present line limit for goods trains) can be obtained on this grade by supplementing the rheostatic brake by occasional applications of the air brake.

In passenger service the maximum weight of train to be handled is 275 tons and the electric locomotive will haul this up the 1 in 110 grade at 54 mph and up the 1 in 50 grade at 40 mph, compared with speeds of 38 mph and 20 mph respectively at present. Passenger trains can be taken down the 1 in 50 grade at 60 mph (which is the line limit) without any assistance from the air brakes.

The locomotives have been designed for a maximum of 75 mph as it is considered that the line speed will be raised in the future.

Driving Compartment: A driving compartment, is provided at each end of the locomotive giving bi-directional running. The cabs are set back from the front of the locomotive and are protected by a nose compartment thus affording maximum protection to the locomotive crew in the event of collision. The driving position is elevated and in conjunction with the nose compartment, the view through the driving windows eliminates the stroboscopic effect caused by the rail sleepers when travelling at speed, thus reducing fatigue on the locomotive crew. Another advantage of the set-back cab is that the pivot point of the bogie comes practically underneath the cab and, therefore, lateral motion of the cab is reduced to the minimum.

The front windows of the drivers' cab are secured in a patent rubber sealing. Each window is provided with an air operated windscreen wiper and dual sunvisors. The side windows on the driving side are arranged to slide but the window on the assistant's side is of the quick-action full drop type with balancing mechanism.

Small triangular windows are fitted at each side to provide draughtless air extraction from the interior of the cab. All windows in the cab are of 'armourplate' shatter-proof glass.

The driver's and assistant's seats are mounted on raised platforms. Adjustment is provided in the vertical and horizontal planes.

The rear bulkhead and the sides of the cab are covered in plastic finish panels. The ceiling is of insulating hardboard.

B83 hauls three L class on an up goods at Oakleigh on Sat.25.2.78. (Mark D Bau)



The bulkheads are insulated against heat and sound. The interior of the cab is finished in pale green with cream ceiling and the desks, fascia panels and sun visors are neutral colour. The controller and hand brake wheels are covered in black plastic.

Each driving compartment contains a master controller for the electric traction and braking equipments, instruments and indicator lights to indicate the state of the equipment, suitably arranged on a panel and provided with rear illumination for night driving, push button switches for the remote control of the pantograph raise and lower valve and remote re-setting of tripping relays, air brake valves for the control of the train and locomotive air brakes, and LT circuit breakers and switches for the control and protection of the lighting circuits, etc. Each compartment is provided with two 500 watt, LT convactor heaters, and a hotplate for food warming and water boiling.

The master controller has only three controls; a removable key reverser, a hand wheel for acceleration and field weakening and a lever for braking regulations. The reverser key can only be removed from the controller when the reverser shaft is in the *Off* position.

Lamps in the driving compartments are arranged to indicate operation of traction motor blowers, resistance blowers and the availability of control voltage.

Equipment Compartment: The equipment compartment, which houses the 1,500 volt circuit breakers, contactors, protective resistances and motor generator set, is in the centre of the locomotive body.

The body side framing is fabricated from rolled steel tee sections and angles. The sides are slightly curved to enhance the appearance, also to stiffen the side panelling and reduce drumming.

The roof sections which carry the pantographs are formed into a well section and are removable to permit installation of the control equipment. The roof section at the centre over the resistance compartments is a fixture, thus providing bracing for the body sides.

Four circular windows with clear glass secured by a patent rubber fastening are provided on each side of the equipment compartment to provide natural lighting of the interior.

Sheet metal doors which are interlocked with the pantograph cock to prevent unauthorised entry are provided for access to the rear of the control equipment cubicles.

Pressure ventilation is provided for the interior of the equipment compartment. Air is drawn through slatted louvres and mesh type filters by a motor driven radial type fan. The filter elements are constructed from galvanised woven steel wire mesh crimped diagonally, and are oil wetted with a special fluid before assembly.

Nose Compartments: The nose compartments which are at each end of the locomotive body house the motor driven blowers for supplying forced ventilation to the traction motors and the air compressors. The blower which is of the centrifugal type is motor driven and can deliver 6,000 cu. ft. of air per minute.

The air from the blower is forced through sheet metal duct to the respective traction motor air intakes. Flexible bellows are provided at the connection to the motors to accommodate the relative movement between under-frame and bogie.

From the pantograph the supply is taken by a copper tube conductor mounted on porcelain insulators to the pantograph and equipment isolating switches, and thence to the control equipment, comprising electro-pneumatic contactors and cam group switches, which control the acceleration and braking of the traction motors.

The L.T. supply for control, lighting and other auxiliary services, is obtained from the self-excited auxiliary generator of a 3-machine motor generator set.

A 6-cell lead acid battery is trickle charged from this supply and supplies a 12 volt emergency lighting circuit in the event of a failure of the normal lighting supply.

The traction motor field excitation current for braking is obtained from the exciter of the 3-machine set.

The 1,500 volt driving motors of the motor generator set,

air compressor and traction motor blowers obtain their supply from the pantograph through isolating switches and contactors. A protective resistance is permanently in circuit to prevent damage to the commutator in the event of an earth fault.

Movement of the reverser key of the master controller to *Forward* or *Reverse* selects the direction in which the locomotive will move and *Notching* the hand wheel clockwise first selects series full field motor connections, sets the power reversers as selected by the control reverser, and when the selected circuits are correctly set up closes the line breakers and connects the traction motors to the supply through starting resistors.

The series connexion of the main motors is maintained through the first 18 notches with progressive reduction of the resistance in circuit to zero, i.e., notch 18 is 'Full Series' running notch.

Movement of the hand wheel to the next notch effects transition on the shunt system to the 'Series-Parallel' motor grouping and reinserts the resistance. Further notching to notch 27 progressively reduces the resistance to zero and gives the 'Series-Parallel' running notch.

Movement to notch 28 effects transition to the 'Parallel' motor grouping and reinserts resistance. Further notching up reduces the resistance in circuit to zero at notch 33, the 'Parallel' running notch.

Movement through the last three notches progressively weakens the traction motor fields and all are running notches. The above method of acceleration covers all normal traffic requirements but to cope with the exceptional condition the controllers is arranged to give weak field connections in either 'Series' or 'Series-Parallel' motor groupings by providing suitable notches on the reverser shaft in the *Forward* position. The reverser and accelerating shafts are so interlocked mechanically that these notches can only be used when the accelerating shaft is in the 'Series' or 'Series-Parallel' running notches and when so engaged the accelerating shaft cannot be notched up.

Movement of the accelerating hand wheel counter-clockwise from notch 36, i.e., 'Notching back' progressively returns the equipment to *Off* through the various groupings. This facility provides flexibility of operation and eliminates train surge on shut off.

With the accelerating hand wheel at *Off* the electric brake lever is free to be moved. Movement counter-clockwise first sets up the connections for braking grouping and gives minimum braking effort by exciting the field of the exciter (and therefore, of the traction motor) from the LT supply through a series resistance. Subsequent counter-clockwise notching increases the braking effort by reducing the series resistance in the exciter field circuit and clockwise notching vice-versa.

In the event of a motor failure, the pair of motors, including the defective one, may be cut out and the remaining four motors operated in series and parallel groupings.

THE FUTURE

This paper describes the equipment required to handle the traffic at the stage when two briquette factories are in production at Morwell and the capital costs and economics of the scheme have been worked out on this basis. The additional capital costs for substations and overhead wiring will be small, and for every extra ton hauled there will be added economies.

The Gippsland electrification will take care of all traffic, together with the increased passenger and goods business, resulting from the development of the Latrobe Valley, without any major modifications and with very few additions.

If YOU are interested in Railways why not join the Australian Railway Historical Society — Victorian Division

Write to the Membership Officer
BOX 5177AA, GPO MELBOURNE 3001

The Morning After

R REDMAN, E GUNNING



X34 has just cut off the back of the 1.30 am up Albury - Dynon goods after banking it over Heathcote Junction. (E Gunning)

Saturday, 6th August, 1977 (the day after the 24 hour rail strike) dawned bright and clear, but it wasn't to last, as we found out when we arrived at Beveridge. The sun was shining, but a cold north wind was rolling thick grey cloud down from the Divide.

Soon after our arrival T350, with the up pass. from Seymour, came over the rise from Wallan and slowed for the platform. There being no passengers, the train did not stop, and disappeared over the rise towards Melbourne. 28RM was along soon after, with the 7.10 am down Seymour motor. It was eight minutes early, at 8.03 am. After the departure of 28RM, the sun went behind the cloud which had engulfed us. After twenty minutes waiting in the freezing wind for the *Southern Aurora* to appear, we decided to give Beveridge away, and head north.

Passing Wallan there was still no sign of the *Aurora*, and as we went over the crest at Heathcote Junction we got a glimpse, through the trees, of a C class. The rapid braking that followed wasn't needed, as it turned out, because this C class wasn't going anywhere! Here was C502, its nose just foul of the crossing, stalled with an up sg goods. The driver informed us that it had stalled at about 8.05 am, and it was by now 8.35 am. C502 was hauling the 1.20 am goods out of Albury, with 1796 tons behind the drawbar, although the driver was rather sceptical about that figure. He also thought that C502 is not the engine C501 is, C502 having also stalled a couple of nights previous to this.

The fireman from C502 returned from down the train, and told us that the *Southern Aurora* had come up behind the goods, and was ready to bank the goods to the top of the grade.

An exchange of whistles, an increase in revs of the turbocharged engine, and C502, with the help of the *Aurora*, slowly got the train moving. We ran to the top of the cutting, hoping to get a shot of both trains together, but the goods too long, C502 going past us at walking pace while container wagons continued to come around the curve. Eventually the guards van appeared, with X34 and the *Southern Aurora* pushing behind. The X cut off on the up side of the crossing, and slowly followed the goods to

Wallan. We dashed back to Wallan, and found C502 put away on the through line, and got a photo of X34 running through on the loop. After ringing Control, the driver informed us that C502 was to follow the *Aurora* when it had cleared Donnybrook. A few minutes later, a whistle heralded the arrival at Wallan of C501 on another up goods, and we obtained shots of C501 and C502 side by side, as T365 rushed through on bg with the up Cobram pass.

C501 had load of 1200 tons, and was to follow C502 when it had cleared Donnybrook. Not long after C501 had left Wallan, X50 arrived with the up *Spirit of Progress*, and was held for nine minutes, awaiting line clear, during which T339 and S308 ran through with the combined Albury/Cobram train.

With the departure of the *Spirit*, at 9.36 am, we decided to head north. At Kilmore East we noticed an up goods, minus loco, refuted in the yard, and we began speculating about light engine movements. To no avail, however, as at Broadford we found another goods, minus loco, in the yard, and on enquiring about its movements, the SM told us that it had been there since Thursday night, and wouldn't leave until Monday!

The up *Albury Express* was the next train on our list for a photo, and as the weather was clearing, we headed for the crossing at mp 53, on the up side of Tallarook. At 10.30 am, X52, with the up *Albury Express*, raced past, in glorious sunshine. We then decided to go to Tallarook loop to wait for the *Daylight*, but on arrival, X51 and X38 on another up goods ran through, so we chased them back to Broadford, where they were put away for a cross with the *Daylight*.

We secured a hilltop position on the up side of Broadford and photographed X49 with the down *Daylight* (running 1¼ hours late), then it was off to the crossing at mp 44 for a photo of X51 and X38 as they went past. We then gave chase, overtook them by Kilmore East and obtained yet another photo near the site of Mathieson's Siding.

We again overtook them on the climb to Heathcote Junction, and beat them into Wallan. However, as the weather had shown no signs of clearing, we let them go, thus bringing to an end a very interesting Saturday morning.

RTA Carpolac Tour

B COOPER

On the weekend of the 17th and 18th of June, the Rail Tourist Association conducted a tour to Carpolac, in the far west of Victoria. The forward journey was made on the 8.30 am Horsham, the consist being X35-67BW-64BW-34BW-25AE-18BW-29CE-VP120.

Departure was on time. A two minute stop was made at Sunshine, where a cross was made with X45-X36 on the up *Overland*. Melton was reached at 9.08 am, where the Horsham pass. crossed X32 on the up Ballarat pass.

Arrival at Bacchus Marsh was at 9.25, and during our ten minute stay there C506 came through on an up Jet. Further on, between Warrenheip and Ballarat East, the 6.55 am up Dimboola pass. was sighted, headed by X52-X53-S305-S308, such multiple units being common on this train.

Ballarat arrival was at 10.45, where the customary stampede was made for refreshments. Seen at the loco were W class locos 261, 243, 258, 256, 266, 265, 248 and 242. At this point 67BW was detached from the train, which made its departure at 10.58.

Arrival at Beaufort was at 11.45, where a cross occurred with C509 and C507 on an up Jet (48 vehicles and 4JCP). The crew from the Jet changed with the crew from the pass.

Another rush for refreshments was made at Ararat upon arrival there at 12.24, during which C505 passed through on another up Jet. The train was increased by the addition of 25C and 50ABU prior to departure at 12.49, our arrival at Horsham being timed at 2.36, where 29RM waited to continue to Serviceton. After leaving bags at the Horsham Motel, some of the party strolled back to the station to watch the night's proceedings, and as usual on the Western line, all trains were well behind time.

The first train through was the 7.45 pm (9180) up Dimboola fast goods, headed by S307-B76-X40. Consist was 7 vehicles, 2JCP and a further 36 vehicles, including NZR loco No.1559; vans were 347ZL and 14CA. Also noted were X45-X46 on a down Jet (9129) with 27 vehicles and van, time through being 9.32 pm, while at 10.18 pm S315-S311 on 9131 down Jet were spotted, the consist being 21 vehicles and 3JCP.

Next morning the departure for Carpolac was at 7.57 am, the temperature being only 3°C! The consist was Y140-50ABU-64BW-25C. Natimuk, the junction for the Balmoral

line, was reached at 9.13, with departure at 9.21. At Goroke, the former terminus, which was reached at 10.54, a two-minute photo stop was held. Several photo stops later, Carpolac was reached at 11.29. After shunting, Y140 and 25C posed for photos at the very end of the track, but only after Y140 had rocked alarmingly while traversing the last hundred metres of the track. Carpolac departure was at 12 noon, and after several more photo runs on the way home, the arrival signal on the branch at the junction with the main line was reached at 3.27 pm. However the train could not enter the station, due to the fact that X35 had derailed as it was shunting 19CE to form the 3.50 up pass. The eventual departure of the up pass. was 40 minutes late, at 4.30, the consist being X52-X35 (both long end leading)-34BW-15BS-5AS-41BU-31BW-19CE. Ararat arrival was at 6.02 pm, with a 14 minute stop, during which NZR loco 1559 was spotted standing in the yard.

At Beaufort S313 on the down 12.25 pm Serviceton fast goods was crossed — the consist was 48 vehicles and 10ZLP.

The pass. pulled into Ballarat at 7.34 for passenger refreshments, with yet another stampede. The author had his third terrible railway pie (same standard as VR country services — I don't need to spell that out) for the weekend. After 64BW was attached at the head of the train to accommodate the throngs on the platform, departure was at 8.07.

Crosses on the way home were at:

Ballan: S303-T357-T351 on the down Ballarat pass.;
Bank Box Loop: X45-X46 on a down Jet (26 vehicles and 8389 van);

Melton: S315-S312 on the down *Overland*.

The schedule was put further behind when, between Deer Park and Ardeer, the brake pipe under 41BU was broken by flying ballast, thought to have been put on the track by vandals. This incident added twenty minutes to the already very late running. Despite the fact that arrival at Spencer St was ninety minutes down, at 10.40 pm, an enjoyable weekend was had by all.

C506-505-S305-X32 roll past Tottenham yard with an up Jet ex Adelaide on Sun.22.1.78. (Mervyn Clifton)



Regional Freight Centres

DON POTTS



With the opening of Freight Centres around the State and the closing of branch lines, scenes like T382 shunting at Grassdale on the last regular Casteron goods are becoming just a memory. Fri.4.2.77. (Harry Williams)

The Minister of Transport, The Hon J A Rafferty, MP announced during June that 15 new Regional Freight Centres will be established progressively from October 1978. These will complete the planned 35-centre Victorian network. Of interest is the fact that some centres will service also towns located on lines other than those on which the centre is located. Details are as follows:

- * Geelong will serve Moorabool to Meredith, Corio, Lara areas and Inverleigh and Moriac areas;
- * Ballarat will serve Skipton, Burrumbeet, Allendale, Elaine and Ballan areas, and non-rail town Buninyong;
- * Maryborough is to serve Clunes to Bealiba, Arnold and Avoca and Carisbrook area, and non-rail town Newbridge;
- * Donald will serve St Arnaud, north to Birchip on the Mildura line, and Wychitella to Berriwillock (including Wycheproof) on the parallel Sea Lake and Kulwin line;
- * Ouyen is to provide service to the interstate broad gauge connection to the South Australian border, south to Woomelang on the Mildura line and two adjacent lines, Boigbeat to Kulwin and Patchewollock;
- * Mildura is to cover Hattah to Merbein, the Meringur line across to Robinvale and the non-rail towns of Buronga, Gol Gol and Euston (although there had been a clamour by St Arnaud and Birchip for the site allotted to Donald, Mildura City and Shire Councils had, by contrast, preferred their new RFC to be placed more centrally, at Irymple: the presence of existing facilities at Mildura probably influenced the decision);
- * Castlemaine will serve Harcourt, Maldon, Newstead and Guildford areas;
- * Bendigo is to provide a service for Eaglehawk to Mysia, Raywood to Macorna, Goornong to Kotta, Kangaroo Flat, Golden Square and the non-rail towns of Serpentine and Durham Ox on the Loddon Valley Highway.

As foreshadowed in *Newsrail* (June p117), the long-awaited announcement has confirmed predictions that new Rail Freight Centres will be established at both Kerang and Swan Hill on the Kooloonong line. Although these two stations are only 54 km apart, the final decision was a logical solution to the vexed question as to whether the larger city of Swan Hill, further north, would be given preference to the smaller but solid town of Kerang.

- * Kerang will serve the immediate urban area, Quambatook to Boort (Robinvale line), the Kooloonong line (to be closed), non-rail town Barham across the New South Wales border together with Wakool (Balranald line) and Cohuna to Gunbower (to be closed);
- * Swan Hill RFC will be the centre for Mystic Park to Kooloonong, Cannie to Bolton (Robinvale line), Moulamein to Balranald and the non-rail towns of Kyalite and Tooleybuc;
- * Warragul is to provide service for Bunyip to Trafalgar inclusive;
- * Moe to serve town delivery and Yallourn;
- * Morwell will cover the town only;
- * Traralgon will serve Rosedale and Cowwarr;
- * Orbost to serve the town only.

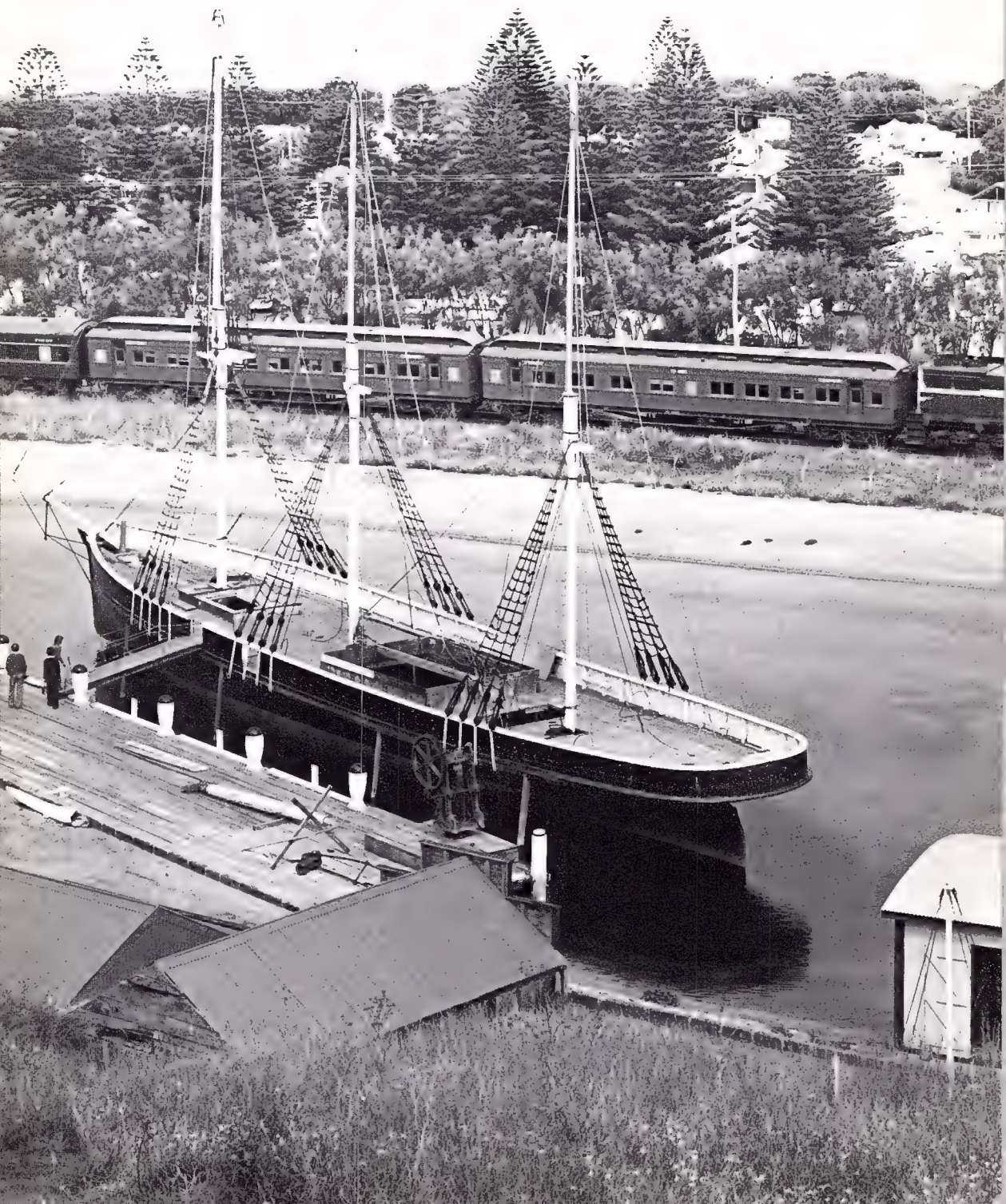
Thus, when completed, thirty five Regional Freight Centres will distribute goods originally handled individually at approximately 570 separate railway stations, most of which, with the demise of passenger services, are expected to vanish from the ever-dwindling VR railway map — better get your photos at these places before its too late!

Extensive up-grading of the present goods shed type of accommodation and equipment will be required at most of the newly nominated RFCs to cater for the anticipated increased freight handling.

The front page news release splashed across the *Northern Times* (20.6) announcing the Kerang Centre featured a VicRail handout photo of C507, which readers may well have surmised would be hauling the 'fast overnight trains' to the twin centres.

Although this is most unlikely, due to the C class 'weight problem' limiting their availability on such lines, their arrival at Kerang could create a need to utilise the local *Steamrail*-retained turntable. A visit of a C class to Swan Hill could provide even more embarrassment — the VR recently tore up the access tracks to the turntable retained by the Folk Museum.

Centre Pages: Easter at Warrnambool. X38 on the 9.35 am down Warrnambool pass. drifts past the foot of Flagstaff Hill, the site of Warrnambool's Maritime Museum on the 25.3.78. For notes on the preserved ships see p.192. (R M Carlisle)





Traffic

GENERAL

Sunday alterations: The May alterations by which the up Sunday evening trains from Albury and Cobram were brought forward 35 minutes enable, among other things, guaranteed connections from both trains to the down *Overland* and *Vinelander*. Two years ago the Albury train missed the *Overland* and made a chancy *Vinelander* connection, but with the diversion via Albion the connections became possible at Sunshine. Following the resumption of the usual route via Essendon the connections have been maintained by retiming the North-East trains. Now that the up Albury train is earlier, up package tour trains can also run earlier, and these now meet the down *Albury Express* on the double line south of Mangalore, instead of at Avenel. (SRMcL)

SUBURBAN AREA

Derailment at Jolimont: A six car silver train derailed in the Jolimont yards during the morning peak on 7.7. It blocked access to some of the sidings between the Glen Waverley and Dandenong lines and was caused by a T car at the western end of the set wedging itself in a set of points. Little damage was sustained and the area had been cleared just before 9.30 am. (RB)

Eight car Tait: On two occasions an eight car Tait set has been sighted with the following consist: D-M-D-M-D-M-D-M from the east end. These occasions were as follows: 29.5, at 5.45 pm on an up train at Sunshine, and 8.6, at 5.10 pm on a down Box Hill line train near Burnley. (WJ)

Sandringham line: During the last two weeks of June, a three car set consisting of two Tait M cars and one CM parcel van marshalled as M-CM-M has been in use on this line at least once a day. The pantos on all cars are raised when in operation. (RB)

Tait territory: The last all Tait line, the Sandringham line started to see Silvers at the end of July. With so many Tait cars being sent to Kingston for burning, a serious shortage of trains is occurring. There are also Harris cars out of service waiting to have asbestos removed and this isn't helping matters. A 3 car Silver set ran on the Sandringham line in late July - early August but by 4.8 it had gone. With the opening of the underground getting closer and a report that Tait trains will not run through it, their dominance on this line may end soon. (BE)

SERVICETON LINE & BRANCHES

MAIN LINE:

Increased pressure for intrastate bus services: The Horsham Chamber of Commerce will fight for the right of Wimmera people to travel within Victoria on interstate bus

services. Ansett, Pioneer, Greyhound and other bus lines are campaigning for the right to carry intrastate passengers on interstate buses. At this stage, the Horsham City Council has kept out of the dispute. (*Wimmera Mail Times*, 26.7)

Quadruple header: On 3.7 an up goods comprising 43 wagons = 60 passed through Kaniva at 8.15 am. It was hauled by four S class locos — S313-S309-S302-S301. (PM)

C510 fails: On Wed.5.7, C510 failed at Mitcham, Adelaide, on its delivery run. It was removed from its train and towed back to Clyde's plant at Rosewater where repairs were carried out. The following day, the problem was officially stated to be caused by a grounded electrical component. On Mon.10.7 it resumed its delivery run with the 4.20 pm Tailem Bend pass. This now completes the order for ten GT26C — C class locos for VicRail. (GG)

Other Kaniva sightings: C510 was noticed in use on the western line for the first time on 13.7. GY1 arrived at Kaniva with a load of superphosphate on 21.7. (PM, AB)

B on Overland: On 19.7, the down *Overland* was X53-B61-12 cars. (DJM)

Serviceton goods altered: As from Sun.23.7 the 12.25 pm Melbourne Yard - Serviceton fast goods (Sundays) will terminate Ararat at 5.15 pm. It will then form a 1.45 am Ararat - Serviceton fast goods on Mondays. (WTT 1038/78)

ANR van: On 31.7, an up interstate goods had in its consist freshly-outshopped van 8332, complete with ANR logo, making its first appearance east of the border. (DJM)

NZR loco sightings: 1562 was part of the up goods hauled by X37-S303-S305 (59 = 82) at Kaniva at 5.05 pm on 22.7. 1561 was in an up goods hauled by S311-S308 (42 = 63) at Kaniva at 4.30 pm on 29.7 (PM)

In the early hours of Mon.31.7, NZR DC1561 passed through Ballarat on the rear of an up goods. This train, which passes through Ballarat between 2 and 3 am on a Monday morning, is an odd one. Always powered by two S or X engines, it conveys a proportion of normal interstate vehicles, plus a motley array of GYs, OBFs, U vans, and is normally provided with a ZL van for the long-suffering guard. (DJM)

Filming at Dimboola: Trains have from time to time had roles in locally made films and television series. The latest in the line was during the filming of the screen version of the play 'Dimboola' on location during May and June. Unfortunately your correspondent could not be present on this occasion, but Y147 hauling an L van and a BE carriage in the style of the old mixed trains was used for some scenes, while other filming was done in the grounds of the Dimboola station. (AB)



T335 waits at Bacchus Marsh with the up Fairfield coal train. April 1978. (K Wright)



Camperdown refreshment rooms on the last day of business, Sat.5.3.76. (N Haughton)

WARRNAMBOOL LINE & BRANCHES

MAIN LINE:

Camperdown refreshment rooms: These refreshment rooms closed on Sat.5.3.76. The manageress, Mrs Wilson, transferred to the Colac refreshment rooms. She said in its heyday the Camperdown rooms employed a staff of twelve, including a cook and a pantry boy. (DH)

South western line — Staff sections: Prior to the end of June 1978; staff sections beyond Geelong were: South Geelong - Moriatic, Moriatic - Winchelsea, Winchelsea - Birregurra, Birregurra - Colac. There was also a through staff section from Moriatic to Birregurra; which enabled Winchelsea to be switched out. (The origin of the through staff section being Moriatic - Birregurra relates back to the days when Birregurra was junction station for the branch line to Forrest). With altered traffic patterns, and closing of branch lines, VicRail has in recent years rationalised the staff sections on the Warrnambool line. Last year Allansford was closed as an electric staff station. At the end of June staff sections between Geelong and Colac were altered to South Geelong - Moriatic, Moriatic - Winchelsea, Winchelsea - Birregurra, Birregurra - Colac; with a through staff section from Winchelsea to Colac enabling Birregurra to be switched out. Winchelsea is therefore re-established as a permanent staff station. (A lengthened crossing loop was installed at Winchelsea last year). It is believed that as soon as the necessary extra wires can be run from Moriatic to South Geelong that a through staff section will be introduced between South Geelong and Winchelsea, so that Moriatic can be switched out as required. When this last section is operative the rationalisation of staff sections on the Geelong - Warrnambool line will be complete. Staff sections will then be South Geelong, Moriatic, Winchelsea, Birregurra, Colac, Pirron-Yallock, Camperdown, Terang, Panmure, Warrnambool. Through staff sections will be South Geelong - Winchelsea (when Moriatic switched out), Winchelsea - Colac (when Birregurra switched out), Colac - Camperdown (when Pirron-Yallock switched out), Terang - Warrnambool (when Panmure switched out). (DH)

Geelong line duplication — Progress report: It is anticipated that duplication of the Geelong line will be complete by early 1981. Earthworks are now virtually complete for the entire section from Little River to Corio. Speed restrictions have been lifted, which were in force during the excavation for the second track. Ballast has been run out to midway in the Lara - Corio section, ready for the arrival of sleepers and rails. Work has still to commence on the rebuilding of the bridge on the down side of Lara. This year 1978 marks 20 years since the first section of the Geelong

line duplication was completed, from North Geelong 'A' to Corio. (DH)

Track maintenance — Geelong line: From early June day time services between Werribee and Newport have been run by buses to enable total occupation of one line between Werribee and Newport for maintenance. Geelong line trains run as normal, except that the 3.20 pm up stops additionally at all stations Werribee to Newport. This arrangement operates on Monday to Thursday each week. Re-sleepering and ballasting is taking place. Late June the gang were working between Laverton and Newport on the East line. Early in July they transferred operations to the West line in the same section. (DH)

New carriages for Geelong line: Mr Ian Hodges, VicRail General Manager, said recently in reply to Geelong area politicians that he anticipated that some new passenger carriages would be operating on the Geelong line within two or three years. (DH)

Additional trains from South Geelong: To ease pressure on car parking at Geelong effective from Mon.10.7 the 8.20 am passenger train from Geelong to Spencer St, will originate from South Geelong at 8.15 am on weekdays. This train is formed by a 7.35 am down empty cars ex the Geelong Yard on weekdays. (DH)

Pomborneit closed: to all traffic as from Mon.14.8 (WTT 32/78)

MORTLAKE LINE:

Mortlake line closed: to all traffic as from Tues.1.8 between Terang (Mortlake Junction) and Mortlake. (WTT 1042/78)

W249 rests in the sunshine at Geelong on 20.2.78 between shunting movements. (B Webber)



Carn' the Railways: Patrons of VFL football matches who travel to Geelong for their home games run the risk at least once a year of the 12.30 pm Spencer St to South Geelong special train arriving at its destination so late that the game has already started. This has happened twice in 1978 so far, the second occasion being on 22.7 when locomotive X34 became a total failure between North Shore and North Geelong. After a delay of 25 minutes, B60, which was hauling a following goods train which had actually been overtaken by the football special at Werribee, was detached from its train in the North Geelong yard and hauled X34 and its train to South Geelong, arriving 38 minutes late.

On the return journey, X34 with an unusually heavy load for this train of 10/320 tons, turned in the most exciting performance recorded by this writer on the Geelong line for many years. Notwithstanding a three minute late departure, Spencer St was reached five minutes **early** after slowings through Geelong, Corio, Lara and Little River, scheduled stops at Newport and Footscray and two signal stops between Footscray and North Melbourne. Admittedly the timetable of 70 minutes is well within the capability of these locomotives but regardless of motive power late running on this train is the rule rather than the exception. The most notable performances were South Geelong start — Corio pass. — 11 minutes 24 seconds including two slowings and an almost dead stand at Geelong, and the 17 miles between the 26 and 9 mileposts, covered in five seconds under 14 minutes, an average of slightly over 73 mph.

Before the rather unnecessary stops at Footscray and Newport were inserted into this schedule and before reductions of speed were necessary to transfer from double to single line and vice versa, a 65 minute schedule was sometimes upheld and occasionally bettered by B class locomotives with similar loads. (KT)



T349 heads a Maryborough bound goods near Talbot on Wed.24.5.78. (RBC)

MILDURA LINE & BRANCHES

MAIN LINE:

T413 at Mildura: T413, normally based at Wodonga, was noted in Mildura on two occasions during July, arriving on Sat.8.7 as second engine on the down *Fruit Flier*. After stabling at Mildura loco over the weekend, X35, T413 and T388 ran the 9.30 pm up *Vineland* on Sun.9.7. On Tues.11.7

T413 returned to Mildura as second engine on the down *Vineland* and departed on the 4.30 pm up *Fruit Flier*. T413 has not been noted at Mildura before by *Newsrail's* correspondent, although it has been seen in Ouyen on a previous occasion. (BMCL)

MARYBOROUGH - ARARAT LINE:

Avoca: Traffic figures for this station were reported in the *Wimmera Mail Times* on 3.7 as follows: *Goods received inwards:* cement, 1463 tonnes \$9686.00, steel reinforcement and reo wire, 317 tonnes \$6324.00, general goods and perishables, 339 tonnes \$8543.00. *Goods despatched outwards:* bulk wheat, 1533 tonnes, \$11501.00, bulk oats, 556 tonnes \$4574.00, wool, 3409 bales = 512 tonnes \$7200.00, general goods and perishables, 295 tonnes \$6525.00. *Inwards and Outwards parcels:* 856 parcels \$1055.00, thus the total average at 31.12.77 tonnage and revenue was 5015 tonnes \$55408.00, this being an increase on the average for the previous year of 113 tonnes and \$4583.00. Up trains to Maryborough totalled 255, an increase of 31 on last year. Down trains to Ararat totalled 283, an increase of 16 on last year. Each year, a number of special school trains use Avoca as their overnight stopping place when on tour. Typical VicRail customers at Avoca include Monier Industries, the Shire, and Thiele's Saw Mill. Chateau Remy and Taltarni are the two major wine and brandy producers in the district. After closure from 8.7.59 to 21.5.66 the line was reopened for bulk grain traffic from Midland, Riverina and northern districts to export shipping facilities at Portland. In 1974, the complete cross link was relaid with 36.287 (80 lb) rail and the old rails were sold to some Queensland sugar cane mills.

NEWLYN LINE:

More Tait's to Allendale: Obsolete Tait carriages continue to be despatched to Allendale for incineration. A typical movement took place on Mon.31.7 when a train load of twelve cars left Newport at about 10.00 am and travelled via the North Geelong loop to Warrenheip, arriving some two hours late at about 5.00 pm. The following day, they were scheduled to continue their journey to Allendale. The cars are actually scrapped at Kingston, the next station along the line. (JD)

ECHUCA LINE & BRANCHES

MAIN LINE:

Triple Ys: On 4.7, Y174-Y144-Y130 were noted at Echuca on an up goods. (FS)

BALRANALD LINE:

Jimaringle: closed to all traffic as from 31.10.77. (WTT 31/78)

COHUNA LINE:

Hunter: was closed to all traffic, except for goods in wagon loads as from Sat.15.7. (WTT 1035/78)

DENILQUIN LINE:

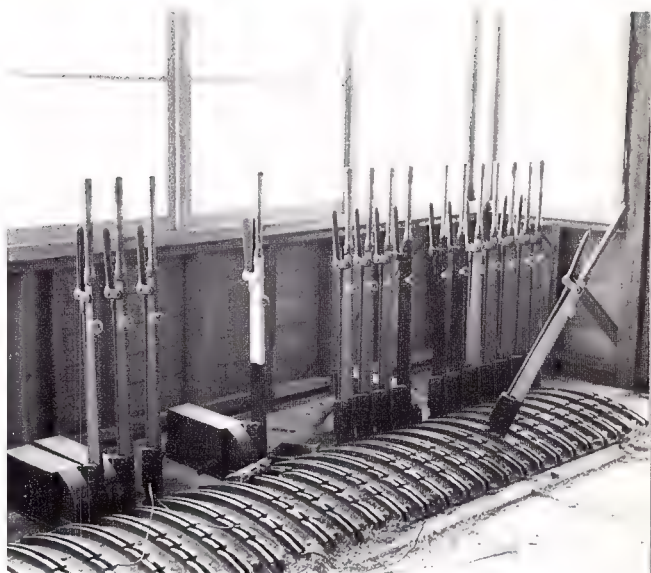
Union bid to save Denilquin rail passenger service: Despite meetings with councils and some press coverage, little progress has been made on this matter with VicRail. (AW)

Denilquin motor fails: Over the past three days the Denilquin rail motor has been replaced by a bus. (*Pastoral Times*, 14.7)

SWAN HILL LINE & BRANCHES

MAIN LINE:

Mitiamo: was dis-established as a staff station as from Tues.18.7. The sections Dingee - Mitiamo and Mitiamo - Pyramid were replaced by a section Dingee - Pyramid. The plunger locking and fixed signals will be retained, with the down and up home signals fixed at the proceed position. (WTT 1035, WN 30/78)



Farewell Baddaginnie. The 'box stands stripped and the levers disconnected. Thurs.3.8.78 (RBC)

ALBURY LINE & BRANCHES

MAIN LINE:

Seymour railcar services: The withdrawal of railcars from branch line services meant that for a while there was always a railcar available for Seymour services, however the cessation of heavy maintenance on the railcars has once again brought passenger trains to scheduled railcar services. On Sat.8.7 the 7.00 am up Seymour was T334-T336-2ABE-21BW-36C, and T326 and the same set ran the 12.50 pm down Seymour. The same day the 7.10 am down Seymour was T-2 cars-C. The following Saturday the unusual combination 600 railcar and BCE arrived at Seymour on time on the 12.50 pm service. (SRMcL)

Parcels train: The recently introduced 11.00 pm parcels train from Spencer St to Seymour provides an overnight parcels service from Melbourne suburban locations to country towns. At Spencer St the parcels train connects with the evening parcels coaches from the suburbs, and at Seymour the parcels vans are transferred to goods trains for Albury and Shepparton. The usual load is (from rear):

- VP Seymour and Alexandra
- C Toolamba - Echuca line
- VP Mooropna to Cobram
- VP Euroa and Benalla
- VP Wangaratta
- VP Wodonga and Albury
- T Loco

The train is authorised to run at passenger train speeds, and usually manages to improve on the 105 minute schedule. The best run noted so far is 80 minutes, with two T locos.

There is no balancing up service. The VP vans and C van are returned to Melbourne attached to up Albury and Cobram passenger trains. At present the VP vans from Benalla and Wangaratta are attached to the 3.00 pm up Albury pass. at Wangaratta, and as the train is given only 3 minutes there some time is always lost. (SRMcL)

TOCUMWAL LINE & BRANCHES

MAIN LINE:

Tocumwal: Gunpowder traffic in P vans from the ICI Ardeer siding is transferred to standard gauge at platforms on the north-west side of the Tocumwal yard. Much of this traffic is cleared from Tocumwal by a goods leaving for Narandera at 10.00 am on Saturdays. The unkempt appearance

of the PTC explosives vans contrasts sharply with VicRail's neatly-presented P vans. 5RT was observed at Tocumwal during mid July. (PB)

BRIGHT LINE:

June/July report: Goods services on the Bright line between Mon.19.6 and Tues.11.7 have been as follows: Thurs.22.6, Wangaratta to Myrtleford and return comprising mainly U and B tobacco vans and two oil tank cars for the oil siding at Myrtleford. Mon.26.6, Wangaratta to Myrtleford and return, consist similar to previous train. Tues.27.6, Wangaratta to Bright and return, carrying oil tank cars, flat cars, U and B box vans, one GY and a BP bogie box van. Fri.30.6, Wangaratta to Myrtleford and return conveying U and B box vans, a four wheel South Australian box van, BP bogie box van and a GY. Tues.4.7, Wangaratta to Bright and return, comprising box vans, one ELX bogie open wagon, bogie flat car and bogie loco fuel tank car. Wed.5.7, Wangaratta to Myrtleford and return. This train cleared the remaining tobacco loading. Tues.11.7, Wangaratta to Bright and return, comprising box vans, oil tank cars, GYs, one ELX bogie open wagon and one bogie flat car. All of these trains were hauled by T class locomotives. (IM)

MANSFIELD, ALEXANDRA, CUDGEWA LINES:

Last regular scheduled goods trains: operated as follows: *Seymour - Yea - Mansfield* on Fri.3.2; *Yea - Alexandra* on Wed.1.2 and *Wodonga - Cudgewa* on Fri.21.4. Trains however still operate over these lines on an 'as required' basis and any information about their running would be most appreciated by the news editor. (WTT 1041/78)

YARRAWONGA LINE:

Wheat clearance, Oaklands line: The clearance of wheat from silos north of Yarrawonga is now complete. This involved the running of several lengthy trains of GYs with double heading at least on one occasion over the Tungamah bank. GYs have been used almost exclusively on wheat movements north of Yarrawonga since at least two of the six silos on this section of the line have chutes discharging too low for bogie wagons. (PB)

Railmotor exchange: In mid June, 64RM, ex Robinvale, replaced 56RM which was undergoing repairs at Melbourne. 56RM returned to traffic on 20.7 but was not exchanged for 64RM at Yarrawonga until Thurs.27.7. (PB)

PLANNING A TRIP TO THE STATES?

CROYDON TRAVEL CENTRE are now able to issue **USARAIL PASSES** offering unlimited rail travel through the vast, scenic USA at the following rates:

NEW REDUCED PRICES UNTIL 1st NOVEMBER

- 7 days A\$89
- 14 days A\$50
- 21 days A\$195
- 30 days A\$230

CROYDON TRAVEL CENTRE can also issue rail tickets for individual rail journeys and book all your reserved seats and sleeping berths.

For **ALL** your travel requirements, contact

CROYDON TRAVEL CENTRE

34 MAIN STREET, CROYDON, 3136 Telephone: 725 7533

"THE RAILFAN'S TRAVEL AGENT"



A P A C



ORBOST LINE & BRANCHES

MAIN LINE:

Station codes: Codes 1891 Sarsfield, 1892 Wiseleigh, 1893 Johnsonville, 1894 Swan Reach, 1895 Metung, 1896 Kalimna West, 1897 Kalmina, 1898 Lakes Entrance, 1880 Bruthen (LCL Traffic), 1884 Nowa Nowa (LCL Traffic), 2126 Heyfield (LCL Traffic), 2128 Tinamba (LCL Traffic) were not in use in 1950.

Code 2139, now issued to Maffra (LCL Traffic), was issued to Powerscourt Siding and code 1693, now issued to Mulwala, was formerly allocated to Nooramunga. (DG)

School train: With all school trains cancelled, the Dandenong to Warragul run appears to be the last. It is usually hauled by an L class loco with eight cars and picks up its first students at Pakenham. It carries students to Drouin High School, Warragul Technical School, Marist-Sion College, Warragul, and St Joseph's Primary School, Warragul. In the mornings, it runs from Warragul to Dandenong as a commuter train before its school run, and in the afternoons, the school run is to Pakenham, returning to Warragul as a commuter train. It runs with only two or three cars on school holidays and is cancelled altogether on public holidays. (CR)

Queen's Birthday weekend: On the Queen's Birthday weekend, the usual holiday arrangements applied. On Mon.5.6, the *Gippslander* ran as two divisions on the up. The first comprised L-6 red cars-van and left Warragul at 5.05 pm after a refreshment stop. The second division included the air-conditioned cars and ran later. The following stopping train, which normally leaves Warragul at 5.46 pm left at about 6.20 pm. On Sat.3.6, a rather long *Gippslander* left Warragul at 6.00 pm, due 5.09 pm. (CB)

No buffet car: On Thurs.13.7, the up *Gippslander* consist was L-BCE-BZ-AZ-CE. The following day buffet car *Murray* had been included in the train. On Mon.17.7 a mini-buffet car was used as the refreshment vehicle. This was still the case as at Fri.28.7. (CR)

Greaser train to Traralgon: Further to last month's mention to the overhead greasing train, it ran to Traralgon on Thurs.6.7, staying overnight and returning next day. Con-

sist was 736M-527M-3CM-541M-523M. It was proposed to run it on Tues.4.7 with the normal Tait motors and the makeup of M-CM-M. It was mentioned that the AFULE had a ban on Tait trains east of General Motors so it was rumoured an E class would haul the cars. Unfortunately this fell through and it was run with the Harris motors. The reason a greasing train was being operated was because Faiveley pantos do not lubricate the overhead as effectively as other types in use. With excess running of Silvers prior to Easter in lieu of 'Blues' due to the asbestos dispute, this caused the pantos to deteriorate which in turn caused the overhead to deteriorate causing failures.

YARRAM LINE & BRANCHES

Bena closed: to all parcels and passenger traffic as from Mon.24.7. (WTT 29/78)

STONY POINT LINE & BRANCHES

MAIN LINE:

Busy scene at Frankston: During the late afternoon of 7.7, the following trains were observed in the Frankston yard: B60 on an up Lysaght's freight, B66-B74 on a very long down Lysaght's freight and S307 on an up Naval Base special. (JG)

MORNINGTON LINE

4RM on Mornington service: On Fri.7.7, 57RM was in use for a charter trip and 4RM was observed at Mornington on regular services during the morning. It was still at Mornington on 9.7. 60RM was sighted on Mon.10.7 and 57RM on 24.7. (HG)

DERM deliberately derailed: The 3.55 pm Frankston to Mornington railmotor, thought to be 60RM, was derailed at the Barkly St level-crossing by a piece of wood placed across the line, on Fri.14.7. Police are investigating. (*Mornington Leader*, 20.7, HG)

Long Island goods: Due to a loco shortage on Wed.26.7, T350-T334 was noted hauling an up Long Island goods through Patterson about 7.00 pm. Multiple unit T class are a rare motive power as loads usually require at least B classes, and T class are used to assist when required. (BE)

Opposite above: The 'greasing train' rolls through the gloom on a very wet morning on its way to Traralgon. General Motors 6.7.78. (Peter J Vincent)

Opposite below: B79 leaves Bunyip on a special out-of-gauge train, conveying a 143 tonne transformer from Melbourne Yard to Yallourn on Sun.9.7.78. The train was restricted to 10 mph, with 5 mph when passing over points, through stations, etc. (John Dare)

ARHS RAILWAY MUSEUM

CHAMPION ROAD, NORTH WILLIAMSTOWN

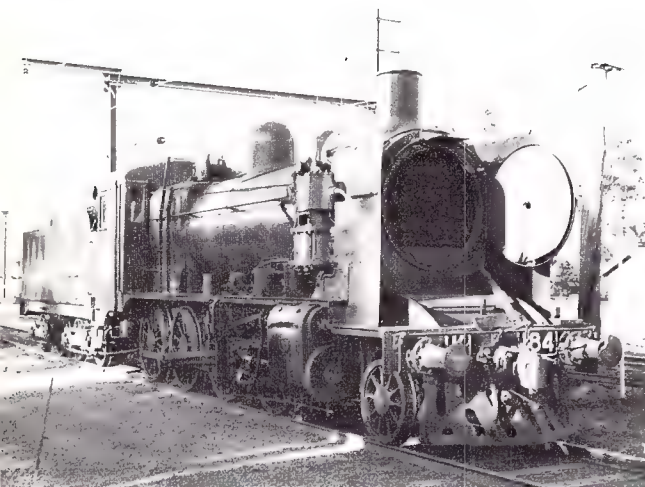
Open every Sat. and Sun. 2 - 5 pm



SLOW TRAINS ON THE EASTERN LINE



Steam News



K184 at Bayswater as repairs commence to return it to service 19.7.78. (Graham Cornish)

K184 under repair: On Fri.14.7, K184 which had suffered a fractured main internal steam pipe in May was towed by T391 from Newport Workshops to Bayswater where a private firm, Presha Engineering Pty Ltd will effect repairs which are expected to take 8 weeks. The VR allowed *Steamrail* to arrange for the work to be done by an outside firm due to the Department's shortage of experienced 'steam men'. Cost is estimated to be in the vicinity of \$25,000. Presha Engineering have previously done work for locomotives of *Puffing Billy*. The restoration of K184 will be fully covered in a feature article in a future edition of *Newsrail*. (POT)

Dandenong Council to buy a steam engine: Cr Ern Green proposed that the Dandenong Council purchase an old steam engine for display in a park within the municipality, at last week's council meeting. VicRail, however, states that there is a waiting list of fifteen potential purchasers for old engines. (*Dandenong Regional News*, 5.7)

Yarrawonga - Mulwala's J class in trouble: This preserved steam locomotive has run into fresh problems. The Army cannot assist in its removal from the Mulwala factory to its new site at the old tip, which in fact is at the entrance to the Yarrawonga caravan park. Local service clubs purchased the engine some four years ago for display as a piece of playground equipment (how the mighty have fallen!) for children. (*Yarrawonga Chronicle*, 13.7)

K162: During the months of June and July, K162 was in steam as Ballarat Workshops pilot on all but eight working days. At the end of July it was out of steam for a few days for boiler washout and to have some grates replaced. (DJM)

K153 rescues Jet: At Ballan on the return journey of the ARHS Skipton tour on Sat.15.7 K153 was utilised to remove a defective FQX container flat wagon from the consist of a down Jet hauled by C508 & C509. Arrival at Ballan with the special was around 9.30 pm and shortly after the Cs rolled in with the Jet. After a brief discussion between crews the Jet departed Ballan and stopped leaving the rear end of the train within the yard limits.

From here the K coupled up to the Jet and removed the guards van and offending flat wagon from the train placing them into one of the goods sidings at the up end of the yard. The flat wagon was detached and the K proceeded to couple the guards van back onto the Jet. To top all this off, as K153

was held up because of another train and cleared the line of the obstruction it was given priority over the *Overland*. With the *Overland* refueled in Bank Box loop to give a clear run for the K, arrival at Spencer St station was at 11.35 pm only 16 minutes late, not bad considering the circumstances. (KH, POT)

Good news from Belmont Common Railway: On Sat.24.6, it was officially announced that the state government had agreed to a grant of \$100,000.00 on a two for one basis for the establishment of the Bellarine Peninsula Railway. On 21.6, 22.6 and 23.6, M6 was in steam at Queenscliff. Finally, the section of track between Drysdale and Queenscliff has been cleared of all trees and prickly bushes in readiness for the running of works trolleys once the lease is taken out for the Bellarine Peninsula Railway. (*Commoner*, July 1978)

DAYLESFORD LINE:

ARE to Daylesford: When K153 hauled the last train to Daylesford on Sat.24.6 it was watered at Daylesford by the station fire hydrant and hose. The hose was stencilled VR — Balranald, although the name Balranald had been painted over but was still visible. (CP)

Steam era relics to go: Tenders closed on 2.8 for purchase and removal of the two water towers at Sunbury. The first is situated on the down platform and is believed to have been opened with the line some 119 years ago. It has a brick base and square iron tank. Similar water towers used to be located at Gisborne and Castlemaine. If this one goes, it will leave the Macedon tower as a lonely survivor on the Bendigo line. Can any reader advise of the whereabouts of similar water towers? The other tower to be demolished is an all steel structure typical of many built during the latter days of the steam era. (AW)

K153 takes water at Colac while running the Timboon - Loch Ard Centenary on Sat.3.6.78. (Robin A Hicks)



Rollingstock

LOCOMOTIVES

C class mileages: For those interested in mileages, the following C class mileages are shown — all as at 31.6.78. C501 — 159906; C502 — 146813; C503 — 141913; C504 — 121276; C505 — 101440; C506 — 85659; C507 — 80522; C508 — 67963; C509 — 47192; C510 — 7280.

Repairs: Locomotives in shops for heavy or extra-ordinary repairs as at 31.7.78:

B63 — At Newport, prior to 18.6.78.
B64 — At Newport, prior to 18.6.78.
B65 — At Sth Dynon, prior to 18.6.78.
B74 — At Sth Dynon, 27.7.78.
B80 — At Sth Dynon, 26.6.78.
F202 — At Sth Dynon, prior to 18.6.78.
S317 — At Newport, 13.7.78.
T324 — At Newport, prior to 18.6.78.
T341 — At Sth Dynon, prior to 18.6.78.

T378 — At Sth Dynon, prior to 18.6.78.

W267 — At Sth Dynon, 17.7.78.

T413: T413, since services have been reduced on the Cudgewa to 'if required' basis, has seen service on various lines. Over the past month, T413 has run trains to Bendigo, Avoca, Werribee, Mildura, Warrnambool, Yarram, Seymour, Geelong, Kyneton, Ballarat and Camperdown.

Loco allotments: The following locos have all had allocations to the depots mentioned over several weeks to 31.7.78: Bendigo — T322; Traralgon — T370, T394, T395, T396, T397 Y104, Y132, Y143, Y146; Ararat/Hamilton — T373, T375; Donald — Y102, Y150, Y172; Bendigo — Y111, Y112, Y119, Y130, Y174, Y175; Geelong — Y113, Y115, Y116, Y117, Y141; Ballarat — Y114; Ararat — Y121, Y133, Y140, Y147, Y160, Y164, Y169; Seymour — Y127, Y145, Y148; Wodonga — Y128, Y142.

Items of Interest

Disappearing passengers: In the Melbourne *Sun* newspaper on Wed.2.8 it was reported that about 1600 people board City bound trains at Boronia and that only about 1170 return. It is causing concern to Railway official as it is not only costing the Railways money but how many other stations have the same problem. A *Newsrail* suggestion is that if the Railways installed turnstiles at each platform as well as the normal exit, for people who get off at the end each day, a more accurate tally could be kept. (BE)

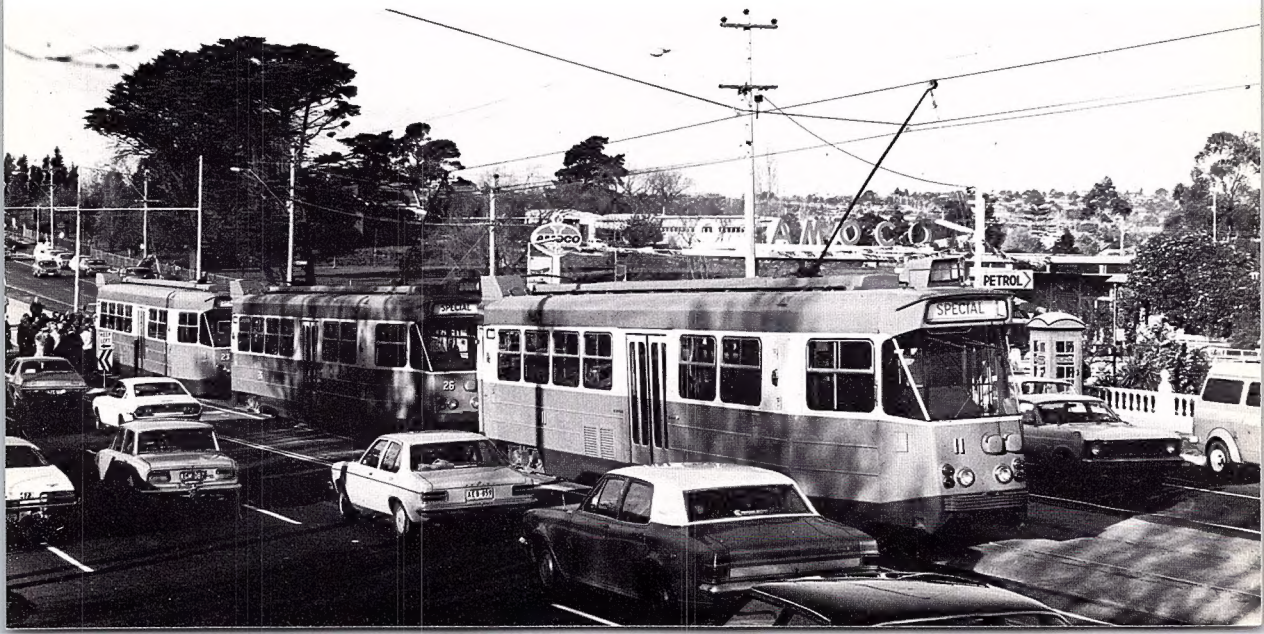
Double-deckers in the underground: It was reported recently that while the Melbourne underground loop is built large enough for double decker trains it will be many years before we see them, if at all. (Melbourne *Sun*)

Zone tickets: On Fri.21.7 South Kensington, Footscray, Seddon, Yarraville, Spotswood and Newport were issued with Zone tickets. On Mon.31.7 North Williamstown, Williamstown Beach, Williamstown, Williamstown Pier, Seaholme and Altona were issued with Zone tickets. On

Mon.7.8 Paisley, Galvin, Laverton, Aircraft, Hoppers Crossing and Werribee were issued with Zone tickets. (A 2741, 2773, 2800/78)

First trams to East Burwood: MMTB SW6 class car No.857 was the first tram to cross Warrigal Rd and proceed down the Burwood Hwy to the new Somers St terminus for Route 74 cars on Wed.12.7. All trams terminated here until the first regular service on Thurs.20.7 to East Burwood. The Premier Mr Hamer cut the ribbon for the official first trams to East Burwood shortly after 3.30 pm on Wed.19.7. The official party was entertained at the 'Bienvenue' reception rooms and was subsequently conveyed to the new terminus at Middleborough Rd and back again by three Z class cars, numbers 23, 26 and 11, in that order. The cars were not decorated but were signed 'Special' on their destination indicators. Crowds greeted the first trams on their official run and since then, the new extension appears to have been well patronised by the local citizens. (AW)

Newsrail does not normally print tram news but we feel the extension along the Burwood Highway is of significant value to mention. Z cars 23-26-11 wait as the official ribbon is cut before running to their new terminus. (Andrew C Ward)



Recent developments on the Balmoral line: As the proposed closure date of the Balmoral line draws nearer and nearer the continuing battle between opposing sides goes on. Included herewith is some recent happenings concerning the Balmoral line. Chairman of the Hamilton - Balmoral - Noradjuha Railway Retention Committee, Mr B C Wood, said he did not believe in ghosts while referring to the governments gesture in providing ghost freight charges to grain growers served by the Balmoral line. While it was present government policy to charge by the shorter route via Balmoral and to continue this after the line was closed, it must be made clear that this or any future government could dispense with these so-called ghost freight charges. Mr Wood said the government already had done this in several other lines as recently as February 6 of this year.

The distance by rail from Kanagulk to Portland via Balmoral is 164 kilometres, but from Kanagulk to Portland via Horsham and Ararat is 376 kilometres. For the oat season 1976-77 a total 5523 tonnes of 367 rail truckloads of oats were hauled from Kanagulk via Horsham and Ararat to Portland, and in 1977-78 4028 tonnes or 267 truckloads on the same route. The distance via Horsham and Ararat to Portland is 212 km further than via Balmoral and also it takes about 3 days to haul via Horsham against one day via Balmoral. This idea of sending trains from Kanagulk an extra 212 kilometres to reach the same destination is economically insane and has no logic to it at all.

One might say the line from Kanagulk to Hamilton is not in the best of conditions and give this as the reason for taking trains via Horsham and Ararat however the line via Balmoral is in far better condition than the line from Kanagulk to Horsham. The Balmoral line has had a lot of money spent on it (a figure of \$243,000 has been mentioned but cannot be verified), but it is known that two sets of crossing lights have been installed costing more than \$100,000, plus new culverts. The ballast on the line is good, and a major new crossing has been built at Gatum, so we can only wonder why VicRail continues to haul north on the already over-loaded Horsham - Ararat line. If VicRail runs its business throughout the state the same as it has run the Balmoral line over the past few years, it is not difficult to understand why it is running at a multi-million dollar loss. It is about time something was done about our run-down railways.

Other people urging the retention of this vital line include the chairman of the Grain Elevators Board, Mr Ken Gross, of Horsham (Mr Gross stressed his support was personal, not board policy), grower member of the Australian Wheat Board, Mr Jim Nuski, of Dimboola, who said the line was needed for shipment of produce from the south-west to Portland and managing director of the Victorian Oat Pool, Mr Des Cooper. He claims it is the shortest, most direct route and must be kept to overcome problems when the main line gets busier and busier. More and more wheat will be taken to Portland in years to come as well as barley and oats, and it must go by the direct line — the Balmoral line. Large road transport had told him there was no way road trucks could cope with a big harvest. Road operators had a part to play carting grain from 'dead-end' off-shoot lines to main rail grain silos.

Rail was the only way efficient way to cart huge loads of grain to a seaboard. That seaboard would be Portland for a major part of Victoria's future grain production. 'If the line can be made ready for \$10 million, or \$15 million, now it's a must and far cheaper than the \$180 million for road building and maintenance', Mr Cooper said.

A new arrival on the scene is a Mr Ron McCormack who has been appointed adviser to the Balmoral Railway Committee. The committee has named Mr McCormack, a retired public servant in transport work, to advise and speak for it in the struggle to keep the 114 kilometre line open. Meanwhile, State Parliament has heard that a 14-man committee formed to save the Balmoral railway is a 'strident minority'. It is the second time the Minister of State Development, Mr Crozier, has labelled the committee a minority.

On a lighter note, VicRail is sending itself cheerful birthday greetings for the second anniversary of its Horsham freight centre, the state's first. VicRail officials believe the centre has proved its success with increased goods passing through its base at the city's railway station. Temporary regional manager, Mr Stan Schran, said about 100 tonnes of goods were handled daily at the centre, 'We're gaining in tonnage figures and business', he said. The townspeople and business people were very happy with the centre however some farmers think they are downtrodden because they can't get the same service as the townspeople. 'All in all we don't seem to have a lot of complaints from farmers,' he said.

It will certainly be interesting to see what happens to the Balmoral line, either retained and upgraded or closed to all traffic, it must surely go down in railway history as a unique occurrence. (*Wimmera Mail Times*)

Those junction stations: On the subject of junction stations completely closed, herewith a few more, both before and after Koroit. Cathkin, Old Hearn Oak, North Fitzroy Junction, and three on the local coal lines which once radiated from Korumburra. Add to this Ben Nevis, a station unique in being a re-opened junction location. If you wish to include stations at which it was necessary to reverse before proceeding, include Daylesford, Maldon, Ballarat Racecourse, and, the most unclassifiable of the lot, Beech Forest. (DJM)

Altitudes: The Daylesford line has closed, and with it miles of railway above the 2,000 foot mark. If the Cudgewa line were also to close, what would be the highest point on the VR?

Answer: The highest point on the VR would be 1,940 feet, at the site of Wallace. Highest stations would be Gordon (1,876 ft), Bungaree (1,845 ft) and Woodend (1,841 ft). (DJM)

Easter at Warrnambool: On the left moored against the main quay is the *Speculant*. Originally called the *Rowitta*, a passenger ferry of 113 tons, 104'6" long with a beam of 20'6" and a draught of 7'7" the vessel was launched on 2nd January 1909. The boat was built by Purdom and Featherstone, Hobart, Tasmania using bluegum and Huon pine with kauri-planking.

In 1941 the vessel was purchased by the Hobart Bridge Co in connection with the construction of the Derwent Arch Bridge. In 1944 it was renamed *Sorrento* and used by Port Phillip Ferries as a luxury cruise ship. It was eventually sold to become a ferry in Sydney and in 1951 sold again and returned to Hobart for use as a river ferry.

In 1968 under new-ownership the boat was refitted for use on the fishing vessel *Tarkarri* operating out of Lakes Entrance as a floating casino.

On the right is the *Sou'wester*. Built in 1921 and christened *Reginald M* the vessel traded in the St. Vincent and Spencer Gulfs, South Australia carrying wheat, oats, barley, cement, etc. It was sold in the early 1960s to Mt Lyell Copper Co, Tasmania, and used as an explosives barge. It then passed through the hands of the Queenstown Tasmanian Navy League as a training ship, Yarra River Ferries, Melbourne as a cruise ship, and finally in 1975 was purchased by the Flagstaff Hill maritime museum for preservation. (RC)

Sex change: In the past, the ambition of most small boys has been to grow up to become an engine driver. Now, after 124 years of male tradition a member of the fairer sex is gracing the footplate on the VR. Jenny Krenz, from Tatyoon near Ararat has made history. She wants to be a train-driver and has begun work as a trainee engineman. Jenny is also the first female member of the Australian Federated Union of Locomotive Enginemen. Her father, Mick Krenz was a railwayman who mainly drove 'sparks'. Her uncle, Jim Williams was also a driver. At first Jenny thought VicRail might be a bit wary about employing her



'Would the real GY530 please roll away'. The GY on the left is really GY5306 mistakenly stencilled. North Geelong 10.6.78. (Dennis Hare, Peter J Vincent)

but after the Equal Opportunities Act was passed she applied and was accepted. Contrary to the antagonism endured by the first women tram drivers, Jenny, aged 17 has been warmly welcomed by the male majority at South Dynon Loco Depot. Your Scribe has not yet had the opportunity to interview Miss Krenz to ascertain whether she intends to try her skills on the K class! (POT)

Works

ALBURY LINE & BRANCHES

MAIN LINE:

New Seymour loco: The VR has accepted a tender by McSwains Joinery & Building Co Pty Ltd for the erection and completion of a new locomotive depot and amenities building at Seymour. Cost \$44,820, Contract No.64459. (POT)

Wangaratta works: On Tues.27.6, employees hand weed sprayed the double compound points in No.1 road and points in main line leading to double compound points in No.1 road and main line points to No.3 road, all at the up end of the yard. (DG)

Seymour works: The first half of the new goods office at Seymour, (portable, similar to office at Wangaratta), noted in yard on down side of existing goods shed on 5.7. (DG)

Tallarook: On Mon.10.7 the mixed gauge diamond crossing for connection to the Yea line was taken out of use and No.21 points were later to be removed. (WN 29/78)

BEECHWORTH LINE:

Dismantling: As at 21.7.78, dismantling of the closed Everton - Beechworth line is in progress. It is expected that it will take 10 weeks to lift the rail and all sleepers. The rail is destined for Japan and the fate of the sleepers is not known after they have reached Melbourne. (DG)

ECHUCA LINE & BRANCHES

Tenders: Tenders close on 27.8 for purchase and removal of departmental residence No.2300 at Lockington. (*Riverine Herald*, 21.7)

Echuca station: Rumour has it that part of the Echuca goods shed, a magnificent brick structure, is to be demolished as part of the re-organisation for the regional freight centre. Moves are afoot to seek National Trust classification of all buildings in the station area. (FS)

RAILWAY QUIZ

Answer to last month's quiz: The location is St Kilda and there used to be a traverser between No.1 and No.2 road in the steam days so the loco could run around its train.

This month's question: How many dual-gauge turntables were there in Victoria.

Back Cover: An early shot of South Kensington not long after electrification. How this scene has changed today. (J L Buckland Collection)

SERVICETON LINE & BRANCHES

MAIN LINE:

Tenders: Tenders are invited for purchase and removal of: Departmental Residence No.2826 at Dimboola, No.2948 at Kaniva, No.2435 at Rainbow, goods shed including timber decked platform at Miram, livestock yards at Tarranginne. (*Wimmera Mail Times*, 28.7.78)

Railway gates to go: The days of Stawell's notorious level-crossing gates in Seaby St are numbered. Workmen are replacing railway gates with boom gates at an estimated changeover cost of \$90,000. The crossing has been closed two weeks and is likely to open within a fortnight. (*Wimmera Mail Times*, 7.7)

Dimboola level-crossing changes: Some of the equipment installed earlier in the year in preparation for flashing lights at the Western Hwy level-crossing (presently with the last hand-operated gates on the highway) at Dimboola has since been removed, so that the provision of such lights seems to have become somewhat more remote. Despite the advantages of such warning devices, there is some opinion locally that the gates do provide a physical barrier to the temptation to 'beat the lights' on this busy crossing, which does not have good visibility from the road. (AB)

BOLANGUM LINE:

Temporary closure: VicRail has closed the 51 kilometre Bolangum line for urgent track repairs. Two gangs operating from each end of the track will spend a fortnight on drainage works. The repairs are the result of three train derailments on the line after this year's heavy rain. At one stage, the district had received 300 millimetres of rain in three weeks. The line is built largely on heavy black soil. VicRail's district superintendent at Ararat, Mr J Ganley, said last night the track was listed for upgrading in the future. Meanwhile, it must be kept open for traffic, — hence the stop-gap repairs being carried out at present. (*Wimmera Mail Times*, 28.7)



The Association of Railway Enthusiasts

INDIA 3 weeks 26 December

(Visited by 50 members on 3 previous tours)

Includes all the favourites — the metre-gauge Coonoor rack line, the Matheson Hill Railway, Dabhol Junction, and the fabulous Darjeeling line. Also the fascinating cities of Mysore, Bombay, Delhi, Agra (for the Taj Mahal), Varanasi (for the River Ganges), and Calcutta (trams). India still has over 8000 steam locos on four gauges — **but** is standardising/dieselising/electrifying . . . fast!!

For information write to **A.R.E. OVERSEAS TOURS**
15 Milton Street, Heathmont, Victoria, 3135
or Telephone 725 7533 (office hours)

